

COMMANDER. HARVEY DELANO. U.S.N.
TRAINING DIVISION.

9 MARCH 1929.

BUREAU OF NAVIGATION
BULLETIN
NUMBER 99.

PUBLISHED FOR THE PURPOSE OF DISSEMINATING
GENERAL INFORMATION OF PROBABLE INTEREST TO
THE SERVICE.

OFFICER PERSONNEL

Aviation Eligibility.

The Bureau has recently prepared a discussion of the part naval aviation is playing in the life of the service and has distributed this discussion in letter form to the members of the Naval Academy Classes of 1921 to 1926 (inclusive). These classes comprise the group which has been eligible for assignment to aviation instruction at Pensacola for one year or more.

The Bureau anticipates that much interesting data will become available when the questionnaire cards distributed with the above letter have been filled out and returned as directed.

Although this letter is of particular interest to the classes addressed, it may be read with profit by other line officers.

One of the requirements for assignment of officers to instruction in aviation at Pensacola is that the prescribed physical examinations must have been satisfactorily completed within the six (6) months immediately preceding the date of the assembling of the class to which assignment is made. The Bureau of Navigation has on file several applications for this assignment upon which action can not be taken until this requirement has been met.

The following officer classes at Pensacola are scheduled:

28 March, 1929 - fifty (50) officers (all orders issued)
23 May, 1929 - fifty (50) officers
18 July, 1929 - twenty-six (26) officers
12 September, 1929 - twenty-six (26) officers
7 November, 1929 - fifty (50) officers

Promotion to Grade of Lieutenant.

The Bureau is in receipt of a number of requests from lieutenants (junior grade) in which they seek information relative to the date of their examinations for promotion. The number of these inquiries being received indicate that these officers have formed the impression that a large number of promotions to the grade of lieutenant are to be made during the calendar year. This is not the case since the only promotions to that grade will be those incident to lieutenants moving out of the grade. It is anticipated that there will be an average rate of promotions to lieutenant of about 7 or 8 per month, a total of probably not more than 85 during the remainder of the year.

Safety of Life at Sea Convention.

The President, on February 20, signed the commissions of the American delegates to the International Convention for the Safety of Life at Sea. This convention is to meet in London on April 16, to consider amendments to the existing international agreements respecting safety devices to be carried by seagoing commerce.

The subject falls under the heads of ship construction and safety appliances, such as lifeboats, radio, and navigational aids. The last named will include rules of the road, ice patrol, weather reports, and navigational instruments, such as radio compasses, direction finders, etc.

Eleven American delegates have been named. The delegation will be headed by Representative Wallace H. White, Jr., and will include in its members Captain C. S. Kempff, Hydrographer, and Rear Admiral G. H. Rock (CC). The delegation will be accompanied by eleven technical advisors. Among those designated are Commander C. M. Austin, Bureau of Navigation, and Lieutenant Commander E. L. Cochrane (CC).

Examinations for Officers.

The Naval Examining Board advises that, to better comply with General Order #49, somewhat more attention will be given to electrical subjects than has been the case heretofore in the examination of officers for promotion. Examinations will be practical in character and pertain to the latest electrical installations. Answers based on experience and observation are desired.

The Board also advises that, henceforth, Court Martial, Court of Inquiry and Board of Investigation cases may be expected for discussion with examinations. These cases cover collisions, groundings, engineering casualties and general mess maladministration. They may appear under the subjects Navigation, Seamanship, Engineering, Regulations or Military Law.

Inquiries have been addressed to the Board relative to the use of H.O.#208 (Dreisonstok) in solution of Practical Navigation problems. Use of these tables is acceptable to the Board.

ENLISTED PERSONNEL.

Cost of Personnel Replacement.

In a previous News Bulletin it was stated that only 8% of the total strength of the Navy must be replaced each year by recruits on account of men who do not re-enlist on expiration of enlistment. Four years ago 17% of the total strength of the Navy had to be replaced by recruits to make up for losses for reasons other than non-re-enlistment. Last year this percentage had dropped to 10%. This year the percentage will still further drop to about 8%. At the present time the losses for causes other than non-re-enlistment about equal the losses from non-re-enlistment. Every effort should be made to reduce this percentage still further. A reduction of 2% amounts to about one-quarter of a million dollars expenditure from the appropriation "Pay Navy," due principally to cost of uniform outfits on first enlistment and transportation.

Recruiting.

Data showing discharges of enlisted men at Training Stations for all causes during the first six months of the present fiscal year has been compiled. Recruiting stations are arranged in order of standing. The station at the head of the list has .0095 rejections for this period, and the station at the bottom has .0975.

NAVAL RESERVE.

Annual Convention.

The annual convention of the U. S. Naval Reserve Officers Association was held at the New Willard Hotel, Washington, D. C., on 23 February, 1929, lasting one day only. Delegates from all the Naval Districts, with the exception of the Seventh, Fourteenth, Fifteenth and Sixteenth, were present. The following officers for the ensuing year were elected:

President. Captain A. H. Woodbine, USNR.
Vice-President Captain Charles Boone, USNR.
Secretary-Treasurer. . . Comdr. I. W. Hasselmann, USNR.

Annual Conference.

The Naval Reserve Officers Conference was held at the Navy Department from 15 February to 25 February. Delegates from all Naval Districts with Naval Reserve activities were present.

Many questions of importance, relating to personnel and administration, were discussed, which the Bureau believes served the useful purpose of better acquainting officers concerned, with Bureau policy.

HYDROGRAPHIC.

Comment on Navigation Tables.

The Hydrographic Office has received the following comment from an officer in the Navy regarding its latest publication No. 208 - Navigation Tables for Mariners and Aviators:

"In working a sight of the sun, if 2 or 3 sights are taken quickly only one need be worked out - as the hour angle and latitude will be the same for all - the only difference being in the assumed longitude and the altitude difference. This is so rapid (3 sights for one) and so accurate since each checks the other that the point will become an important one - would suggest you try 3 sights of the sun within a minute or so of each other and work them out (or rather one should be worked out) to illustrate my point.

"Another advantage, either at morning or evening twilight, in southern latitudes now the time between twilight and 8 a.m. or 8 p.m. is so short as to make it mandatory that speed be used to solve the star sights, otherwise the navigator will never get through in time to make the position report.

"A short method for interval to noon has become apparent and I used it all the way down. I think that it should be incorporated in the book during a revision. If to the sun's G.A.T. at morning sight you apply the best longitude you get the local hour angles in degrees thus:

W)	
C-W)	
CT)	
CC)	This is already done in the morning sight
GMT)	
Egt)	
GAT)	
to degrees)	

Longitude (best longitude available)

t' and ' (convert to minutes by multiplying t by 60) call this t'

... then interval to LAN = $\frac{t'}{900 \pm \text{eastings or westings made}}$ = ans. in hrs.
in 1 hour

"It is so short that it rivals interval to noon tables. The method is similar to Tod's."

Aerial Survey.

Two Loening Amphibian planes of the West Indian Aerial Survey Unit, of the Scouting Fleet, piloted by Lieutenant C. H. Schildhauer, U.S.N., in command, and Lieutenant (jg) T. T. Tucker, photographic officer, left the Naval Aircraft Factory, Philadelphia, on Friday, 15 February, on a flight to Cuba. Stops were made at Hampton Roads, Charleston, Jacksonville, Miami, and Key West.

After a brief stop at Key West, they joined the U.S.S. NOKOMIS on the northeast coast of Cuba for aerial photographic work in connection with the survey which this vessel is now making for the Hydrographic Office. Vertical photographs will be taken from an altitude of 10,000 feet of the entire coast line including the bays and harbors from Nuevitas Bay to Cape Maisi on the extreme eastern end of the Island of Cuba. After completion of the work with the NOKOMIS the planes will join the U.S.S. HANIBAL on the northwest coast of Cuba and conduct a similar survey for this vessel along the coast from Jutias Cay to Matanzas.

The planes will then return to Key West and develop and print the pictures which will have been taken. The work is arranged so that the planes will take photographs this season covering the area which will be surveyed by the ships the following season. The NOKOMIS and HANIBAL are now using aerial photographs which were taken by this Unit last year. About the 15th of May the schedule of this Unit calls for an aerial reconnaissance of the Gulf Coast from New Orleans, La., to Brownsville, Texas, for the purpose of flight checking coastal aviation charts now being compiled by the Hydrographic Office.

TRAINING.

Extension Library Service.

The Naval Research Laboratory, Bellevue, Anacostia, D. C., has informed the Bureau that it is in a position to answer inquiries concerning scientific matters. This service should be of great value to officers who may desire an index of articles on professional matters, or who seek information on specific subjects.

Navy Relief Stamp Sale.

The Navy Relief Association has a limited number of unused Navy Department stamps of three cent denomination, for sale. The catalogue price of these stamps is \$1.75. They are being sold by the Relief Association for one dollar each, or four dollars in blocks of four. Stamp collectors should address inquiries to the Training Division, Bureau of Navigation.

Sponsor for U.S.S. PENSACOLA.

The Secretary of the Navy has selected Mrs. Josie Knowles Soligman, daughter of Mr. William H. Knowles of Pensacola, Florida, and now of New York City, as sponsor for Light Cruiser "PENSACOLA" which is to be launched at the Navy Yard, New York, 25 April 1929.

U.S.S. LOUISVILLE.

The Secretary of the Navy has selected the name "Louisville" after the City of Louisville, Kentucky, for Light Cruiser No. 28, under construction at the Navy Yard, Puget Sound, Washington. The keel for this cruiser was laid July 4, 1928 and her probable date of completion is March 13, 1931. Light Cruiser No. 28 is the last one to be named of a program of eight light cruisers which were authorized in 1924. This cruiser is 600 feet length overall, extreme breadth 64 feet, 5 3/8 inches and displacement 10,000 tons; mean draft 19 feet, 8 1/2 inches.

LEGISLATION.

Senate Action February 16.

Senate Hale reported out the Public Works Bill with an amendment (doubtless referring to the New Orleans dry dock, which was the only point in dispute between the Senate and the House.)

Senator Heflin renewed his attack on the church pennant and Senator Hawes introduced in the Record a letter from Chaplain Dickins on the subject.

After very little discussion the Senate passed the Army Promotion bill, notes on which are given in detail later.

Senate accepted conference report as to Chief of Staff, U. S. Army, and Chief of Naval Operations, which will rank these officers above all other officers on the active list of the Army and Navy and will prescribe that they take rank in accordance with their date of appointment as such, but with the proviso that the present relative rank of the Chief of Staff and the Chief of Naval Operations shall not be changed.

House Action.

The House agreed to conference report on bill defining terms "Child and children" in Pay Act and transportation Act. This includes adopted children and step-children, but requires that these and also legitimate children must be dependent. This latter requirement as to regular legitimate children the Navy Department objected to but apparently to no avail. The Army had likewise objected and their legislative section was surprised to hear that the objectionable item had been enacted.

The House passed two private bills affecting the Navy, one for the relief of a paymaster (Lieutenant O'Hagan) and the second for the relief of the Galpin Construction Company, in connection with certain boring and pile construction.

The four bills heard February 15 were reported out by the Naval Committee as follows:

- (a) Permitting the employment of retired officers in the diplomatic and consular service.
- (b) Increasing the membership of the National Advisory Committee for Aeronautics from 12 to 15.
- (c) Allowing commissioned warrant officers of the Naval Reserve the same pay when on active duty as commissioned officers of the Regular service.
- (d) Allowing mileage to reserve officers discharged after the War and by error not granted mileage to their homes or original places of enrollment.

Senate Action, February 18 and 19.

There was no action with reference to the Navy as most of the two days was consumed on the prohibition debate.

Senator Curtis stated on inquiry from Senator Bratton that he would try to arrange for an evening session "tomorrow or the next day," that is, today or tomorrow on unobjected bills. The Britten Bill, the Marine Corps bill and several minor bills for the Navy are on this calendar.

The House accepted conference report on the Chief of Staff and Chief of Operations matter. Passed bill as to physical examination of Fleet Reserves (Department bill). Passed bill as to bridge at Portsmouth, N. H.

On objection of Mr. LaGuardia and Mr. Black, passed over the bill allowing the use of military and naval personnel in superintending the construction of buildings abroad for the foreign service.

Passed bill allowing American Legion to give memorial chapel to the Air Station at Lakewood, N. J.

House Sub-Committee on Naval Affairs held a hearing on private bills and announced that no further hearings would be held this session.

House Military Committee sat on the Army promotion bill received from the Senate and adjourned until Thursday for further consideration of the bill. The Chairman was given a letter from the Secretary of the Navy requesting the inclusion of the Navy and Marine Corps in the paragraph in the bill removing restrictions on retired officers and stated he would take the matter up with the Committee. No intimation has been obtained as to the action of the Committee on this point.

Army Promotion Bill.

This bill effects a complete reversal in the present system of promotion by vacancy in the Army and substitutes therefor promotion by length of service.

This promotion occurs as follows:

To first Lieutenant, after 3 years service; to captain, after 10 years service; to major, after 15 years service; to lieutenant colonel, after 20 years service, and to colonel after 26 years service. Promotions to general officer remain as at present by selection. There is no limitation in number or percentage in the various grades until the grade of lieutenant colonel. Provision is made that the total number of colonels and lieutenant colonels shall not exceed 15% (ours under the Britton Bill is a total of 12). Further provision, however, is made for extra number promotions to lieutenant colonel and colonel, officers over 52 years of age and not less than 20 and 26 years of service respectively. Furthermore, the number of colonels, lieutenant colonels and majors in total shall not be less than 26%, and captains of less than the required 15 years of service are to be promoted if necessary to make up this 26%.

Special provisions for the Air Corps, allowing promotion to captain and major after 7 and 12 years service respectively and providing for a minimum of 3% colonels, 4% lieutenant colonels, and 18% majors, irrespective of length of service.

Certain rules are supplied for determining length of service.

A most important and valuable provision repeals all restriction, except that against allowing an officer to prosecute claims against the Government, as to governmental or civil office or civil employment of retired officers of the Army and permits governmental office holding by retired officers without loss of retired pay.

Obligatory retirement, not at the discretion of the President, on voluntary application after 35 years service or more is allowed.

Enforced retirement or plucking by the President of any officer sixty years old or over 40 years service is provided.

Voluntary retirements on recommendation by a board of general officers and not over 1% of the maximum number of officers of all grades is allowed at the rate of pay of $2\frac{1}{2}\%$ times years of service.

Flying officers of the Air Corps physically disqualified for flying duty are to be eligible for retirement for physical disability. In computing eligibility for voluntary retirement officers are to be credited with time and one-half for periods spent on duty involving flying, except in time of war.

Retired officers will be advanced on the retired list to the highest rank held during the World War but without increase of pay.

Senate, February 23 and 24.

The Senate Saturday passed the Appropriation bill, rejecting the amendment directing in effect the recall of the Marines from Nicaragua. On pro forma rejection of the amendments and appointment of conferees by the House on Monday, the Senate designated Messrs. Hale, Phipps and Swanson as its conferees, the House having designated Messrs. French, Hardy, Tabor, Ayers and Oliver.

The Nicaraguan Canal survey bill was passed by the Senate on Monday.

Several private bills of interest to the Navy were reported from Senate Committee.

Agreement was reached to take up the calendar for not over two hours at 11 a.m. Tuesday.

House.

On Saturday, the Army promotion bill was sent to conference. In the discussion in the House, Mr. Snell referred to "almost a universal desire on the part of the War and Navy Departments for a committee of investigation of the promotion list and the pay in the Army and Navy."

On Monday the House had the unanimous consent calendar with action as indicated on the following bills:

- (a) Hydrographic Office at Honolulu - objected to by Mr. LaGuardia.
- (b) Rifle range at Puget Sound, Wash., - objected to by Mr. Schafer.
- (c) Bill allowing counting of dental Reserve Corps service (Dr. Barber) - passed.
- (d) Allowing appointments of pay clerks from first class petty officers - passed.
- (e) Extending double pensions for aviation accidents now allowed for the Navy and Marine Corps to the Army - passed.
- (f) Lease of Submarine Base, Squantum, Mass. - Objected to by Mr. Douglass of Mass.
- (g) Personnel bill for the Coast Guard - adopting Britten Bill percentages and granting rear admiral upper half to the Commandant and lower half to the assistant Commandant - passed.

Mr. Black of New York introduced a resolution requesting the Navy Department to name one of the fifteen new cruisers the BROOKLYN.

Congressional Action, February 28.

Both the Senate and the House approved and adopted the conference report on the Naval Appropriation Bill.

Senate inserted an item in the second Deficiency Bill allowing twelve million dollars for the modernization of the Pennsylvania and Arizona.

On the call of the Senate calendar the following bills of interest to us were passed:

- (a) Retirement of former lieutenant (jg) Sullivan and Dr. Ross.
- (b) Advance on retired list of Dr. Delaney.
- (c) Captain Gherardi's bill to authorize the Selection Board to base its recommendation in his case upon his comparative fitness for shore duties in grade of Rear Admiral, and if selected for promotion to that grade, to be carried as an additional number.
- (d) Promotion of Commander Cleary.
- (e) Provision to allow forfeiture of pay of Naval Reserves who do not appear for physical examination.

The House passed the Senate Bill allowing retired officers to accept diplomatic and consular appointments.

Senate Naval Committee reported out the House Bill for a Board to determine a site for an airship base.

Bills Signed by the President.

- (a) Permitting warrant officers to count active service under temporary appointments for promotion to chief warrant.
- (b) Promotion on retired list of Lieut. (jg) H. E. Cook, retired.
- (c) Warrant Officer Pay bill.

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Foreign Decorations.

The Secretary of State recently advised the Department that the "Medal of the Red Cross" has been conferred by the Queen of the Netherlands upon Commander Joseph J. A. McMullin, (MC) U. S. Navy, who is head of the Municipal Hospital at St. Thomas, V. I., in appreciation of excellent care given an officer of the Netherlands Navy at that hospital.

Under date of 18 December, 1928, the Acting Constitutional President of Ecuador awarded the "Abdon Calderon" to the following officers who accompanied His Excellency the President Elect of the United States Herbert Hoover, on his visit to Ecuador.

ABDON CALDERON, FIRST CLASS

Rear Admiral David F. Sellers, U.S.N.,
Rear Admiral Harley H. Christy, U. S. N.,
Captain Victor A. Kimberly, U. S. N.,
Commander Augustine T. Beauregard, U. S. N.

ABDON CALDERON, SECOND CLASS

Commander Alfred W. Brown, U. S. N.,
Commander Harold C. Train, U. S. N.,
Commander Harry H. Lane, (MC) U. S. N.,
Lieutenant Commander Henry J. Shields, U. S. N.

Silver Life Saving Medal.

On 13 March, 1929, the Secretary of the Navy transmitted to Joseph Laude, Yeoman first class, U. S. Navy, U.S.S. DETROIT, a silver life saving medal awarded by the Treasury Department to him in recognition of his service in rescuing a woman from drowning on March 17, 1927.

Lloyd's Medal.

Lieutenant John P. Dix, U. S. Navy, has recently been awarded a Lloyd's Silver Medal for Meritorious service performed on the occasion of a fire on the British S. S. Napier, 24 August, 1928.

Lloyd's Medal for Meritorious services was instituted in 1893 and is bestowed upon ships' officers and others, who, by extraordinary exertions, have contributed to the preservation of ships or their cargoes from perils of all kinds.

The medal was also awarded to the following enlisted men attached to the Naval Station, Tutuila, Samoa, for meritorious service in extinguishing the fire on the Port Napier:

William Byard Webster, Chief Machinist's Mate,
Roy William Akers, Chief Quartermaster,
Quincy Thomas Heslep, Machinist's Mate First Class,
Harry Ernest Stevens, Gunner's Mate First Class

New Life for Tecumseh.

The Class of 1891, U. S. Naval Academy, has undertaken the rejuvenation of "Old Tecumseh," figure head of the U.S.S. DELAWARE. The present figure head, which is decaying rapidly and is now beyond repair, will be used as a model from which will be made a bronze casting the exact reproduction of the "God of 2.5."

Prospective Naval Aviators.

The Bureau of Navigation has recently addressed a circular letter to the members of the Naval Academy classes of 1921 to 1926, inclusive, with a view to tracing the future of naval aeronautics from the point of view of the individual, and in the hope that as a result, additional volunteers will be obtained from these classes for instruction at Pensacola.

While only 74 replies have reached the Bureau to date, a small percentage of the total replies called for, the results are very encouraging. Thirty of the officers who have replied are requesting assignments to Pensacola, and while it is recognized that some of these officers, due to physical or psychological disqualification, cannot be assigned to aeronautical training, the indications are that there will be a substantial number of volunteers secured as a result of the Bureau's letter of 14 February 1929. The following tabulated data shows the nature of replies to the questionnaire sent out:

Classes	1921:	1922:	1923:	1924:	1925:	1926:	Total
Total number forms received, to date	38	7	7	8	6	8	74
(1) Previous training Pensacola							
Yes-----	6	2	1	3	1	2	15
No-----	31	5	6	5	5	7	59
(2) No previous training Pensacola but intention to request such training							
Yes-----	6	3	0	1	0	2	12
No-----	25	2	5	6	5	4	47
(3) No application for aviation training submitted on account:							
(A) Disqualified physically or temperamentally-----	13	5	5	5	4	6	38
(B) Recommendation W. Nav. 58---	0	0	0	0	0	5	5
(C) No desire-----	18	1	1	2	2	4	28
(5) Request for assignment Pensacola							
Yes-----	12	4	4	3	3	4	30
No-----	26	3	3	5	3	4	44

Transportation for Dependents.

In certain cases, officers under movement orders, whose beneficiary slips indicate no dependents, make requests for transportation of dependents. In other cases, similar requests indicate recent changes in the number of dependents.

It is essential that the Bureau's files be kept up to date. All officers should report immediately to the Bureau of Navigation any change in status as regards dependents.

TRAINING.

Recruits Under Instruction.

The following table shows the number of recruits under instruction at the various Training Stations under date of 9 March 1929:

	: Great	: Hampton	: Newport	: San	
	: Lakes	: Roads	: R.I.	: Diego	: Total
Recruit Training	:	:	:	:	:
Apprentice Seamen	: 605	: 617	: 888	: 1198	: 3308
Seamen second class	: 2	: 2	: 2	: 128	: 134
Firemen third class	: 0	: 0	: 0	: 40	: 40
Other ratings	: 17	: 10	: 10	: 28	: 65
	: 624	: 629	: 900	: 1394	: 3547

Administration of Training Courses.

In order to reduce the load on officers administering training courses on board ship, the Bureau has recently been working on certain questions of a new type accompanied by a "gauge" to be included with training courses. Mimeograph copies of certain assignments of Boatswain's Mates' course were recently sent to a number of ships. The response in general has been favorable to this type of questions. The following is quoted from one response:

"The new assignments have the advantage that they will tend to make the methods of instruction more uniform. Under present conditions it varies greatly with the individual officer. They should also tend to make the examination of many officers for promotion more equitable, providing examining boards shall base their questions on the past assignments.

It is suggested that all the assignments for one course be bound in one cover and that the set of questions and progress reports be furnished separately, possibly in pad form so that the use of one set of assignments by a man will not render it useless for the instruction of another. In any case more than one set of questions should be included with each assignment."

The Bureau is now having some of the courses for the higher ratings finished under one cover with a more substantial binding than the paper ones previously used. The extension of this procedure to other courses will depend upon the wishes of the Fleet after experience.

The examinations of the new type will be included in a separate pamphlet accompanying the course and will be so arranged that the examinations can be torn out of the booklet, being perforated for that purpose, and after the examination has been given the sheets can be compared with the stub in the book from which they were torn, where the correct answers are printed.

The Value of Training.

The potential value of naval training is exemplified by a letter received from the Sinclair Pipe Line Company, of Tulsa, Oklahoma, which is quoted for information.

"Dear Sir:

"With about 60,000-H.P. in Diesel engines of various types and sizes, in service, this company has found it necessary to increase its personnel of men well trained in Diesel engine work. Our experience has shown that men trained in Diesel engine work in the Navy have been excellent mechanics in this class of work.

If, from time to time, there are enlisted men trained in Diesel engine work being discharged from either the Navy or the Navy Yards, and they do not plan on re-enlisting, your favor of recommending capable men and having them get in touch with this company will be appreciated.

Yours very truly,

(Signed) W. R. Reed,
Master Mechanic."

HYDROGRAPHIC

Pantogrovers Used in Chart Making.

The Hydrographic Office has recently purchased five pantogrovers from the Gaertner Scientific Corporation, Chicago, Illinois, making a total of eight of these corner plate mechanical engravers in operation.

The pantogrovers are the invention of personnel of the Hydrographic Office and now are used to engrave about 80 percent of the chart diagram, the more artistic parts still being done by hand engravers. Without increase in personnel but with the addition of the pantogrovers, the output has grown fivefold. These machines are an economic factor partially responsible for the increased production of Hydrographic Office navigation and aviation charts.

NAVAL OBSERVATORY

Solar Eclipse Expedition.

The expedition under the auspices of the Naval Observatory, Washington, D.C., which sailed on January 28 for the Philippines to observe the solar eclipse on May 9, left Manila on March 5 for Iloilo, P. I., where a base will be established.

The minesweeper U.S.S. Penguin, which is carrying the party to Iloilo, has been assigned as station ship for the expedition, which is headed by Comer. C.H.J. Keppler, U. S. Navy. The party includes Mr. Paul Sollenberger, from the Naval Observatory; Lieut. H. C. Kellers, Medical Corps, U. S. Navy, and Prof. and Mrs. W. A. Cogshall, of the University of Indiana.

The base will probably be established on the grounds of the Philippines Railway Company, Iloilo, which has offered every assistance.

LEGISLATION

The following legislative action taken during the last session of Congress should be of interest to the service in general:

Material

The material of the Navy afloat was most satisfactorily provided for by the last session of the Congress with the enactment of the following bills:

The so-called Cruiser Bill authorizing the construction of 15 cruisers and one aircraft carrier, all to be begun by July 1, 1931.

Modernization of the Pennsylvania and Arizona authorized.

Completion of modernization of Oklahoma and Nevada appropriated for.

Completion of the construction of two fleet submarines now under way appropriated for.

Substantial alterations to the California authorized.

The development of the Navy's important bases on shore was retarded by the failure of the Public Works Bill, embodying improvements at practically all naval stations.

Personnel.

The three major projects of interest and importance for the personnel of the Navy were held up in the final legislative jam in the Senate, namely, the Line Personnel Bill (Britten Bill), the Marine Corps personnel Bill and the appointment of a joint Committee to investigate and recommend changes in existing pay laws. These measures, however, as well as the Public Works Bill, will doubtless be brought up again at the earliest practicable moment, possibly in the extra-session meeting April 15th, and will, it is hoped, be enacted.

A number of relatively minor personnel measures of value to the Service, however, were enacted, among which may be noted:

The extension of the service in grade retirement law, in substitution for age in grade, from March 4, 1929 to March 4, 1931, thereby preventing the premature retirement of ten officers immediately and ten others before January 31, 1930, in case of the expiration of the temporary service in grade law on March 4th.

The Warrant Officers Pay Bill increasing rates of pay for warrant officers on shore duty and for commissioned warrant officers in certain brackets of service.

Authorizing electricians and radio electricians to be eligible for examination and commission as ensign.

Authorizing the use by Naval patients of other government hospitals- particularly applicable to the Fitzsimons General Hospital for tuberculosis cases.

Allowing retired officers to serve in the diplomatic and consular services.

Inclusion of step-children and adopted children, when actually dependent, in the legal "dependents" for whom under the Pay Act allowances may be drawn.

Allowing war time service as warrant or commissioned officers to count for certain warrant officers for purposes of promotion to chief warrant rank.

Allowing disposition of obsolete material to sea scouts.

Removing the statutory prohibition on the retirement of certain dental officers before reaching the age of 70 and allowing their retirement at 64.

Allowing benefits of honorable discharge to men discharged for fraudulent enlistment, on account of misrepresentation of age, during the period of hostilities in the World War.

In addition to the above, a number of private bills for the relief of individuals were enacted. In general these bills fall in the following classes:

- (a) Grant of benefits of honorable discharge to former enlisted men discharged other than honorably.
- (b) Relief of disbursing officers whose accounts have been suspended for causes not attributable to their own fault or negligence.
- (c) Advancement of individual officers on retired list, and reinstatement of others thereon.